
EAA Chapter 32 News

The official publication of Experimental Aircraft Association Chapter 32 - St. Louis, MO (Jim Bower, Editor)

May, 2015



Our very own esteemed mr. bill holds an award. Is it for penmanship? Perfect attendance? Playing well with others? Find out in this month's episode of Learning As We Go!

**We'll see YOU at the EAA Chapter 32 meeting.
Be at the ARC at 10:00 am on May 16, 2015.**



Friends and fellow aviation enthusiasts:

President's Corner

by Dave Doherty

Things have been going along pretty smoothly with Chapter 32 recently. Our water project is completed. We have clean water at our Aviation Resource Facility (ARC)! Our Young Eagles flying season has had a successful start, with over 50 kids having had their ride in a small plane. There were lots of smiles at the airport that day. Weather was perfect for the event. The May event is scheduled for the 9th. I hope the weather is as good as it was in April. It's truly enjoyable to participate in Young Eagles day at the ARC.

Our flying club has nearly completed its charter and by-laws, and will be filed with the proper government entities this month. We're going to call ourselves "The Spirits of Aviation Flying Club, LLC". Many thanks to chapter member Tom, whose lawyer skills have enabled us to get where we are today with the group. For more information, contact me at president@eaa32.org

The first movie of the 'Movie at the ARC' season was shown. It was a vintage Korean War film, "The Bridges at Toko-Ri". I think everyone had a good time, even though the weather let us down a bit with some precipitation. "The Spirit of St. Louis" starring James Stewart as Charles Lindbergh. Since Chapter 32 is the "Spirit of St. Louis" chapter, it's fitting we show this movie in May, the 88th anniversary of Lindbergh's historic flight. It's a classic. It will be shown at the ARC on May 30. Look in this issue for details on our feature presentation.

St. Charles County Airport (KSET or Smartt Field) has finished some airport maintenance, crack sealing both runways. They had to close them down one at a time, and for a short while, they closed the airport to do this much needed maintenance. The Administration Building upgrades and rehab are nearly complete. The new well is now providing both the airport, and Chapter 32 with clean fresh water. Most of the hangars at the airport are occupied, and there's a lot of activity going on. It's a great place to spend the day for us airport bums (I've finally achieved my lifetime goal of being a professional airport bum since I retired). I wouldn't have it any other way.

With the weather having finally progressed to spring-like, some of our projects will start in earnest. As I previously mentioned, the flying club will purchase the RV-12 project and commence to start construction.

Chapter members are welcome and encouraged to help and build this plane. It will be built as an E-LSA aircraft. WE want it to be an opportunity for people to learn and experience parts of building the plane. The club will have several categories of membership: Owners, who foot the bill and have flying privileges', and Associate Members, who want to experience building of the plane itself. Flying privileges for them are to be determined by the owners. The plane will be constructed at various owners' homes, and perhaps partially at the ARC, depending on circumstances. I'm pretty excited about this venture. Chapter 32 did have an airplane construction project in the past. It was a 2 place cabin job, called the Stits SA-7D Skycoupe. It was a learning experience for quite a few people including myself. It was completed, and flew many years, based at Creve Coeur Airport. The plane is currently currently owned by my brother Bill and I. It's broken down into a million pieces, waiting for some TLC and a complete restoration. One of these days ... we'll get started on that project.

At our upcoming May meeting, our guest speaker will be one of our own. Mr. Ron Burnett will discuss his flying career with the Marines, where he flew A-4's, and also his tenure as a Flight Captain with the airlines. Ron has also constructed a beautiful RV-6A, and he owns a shiny polished Luscombe which many of you have seen flying Young Eagles on a regular basis. I look forward to his presentation, as I'm sure everyone else is. Be sure to attend and hear what he has to say.

This year, the Cystic Fibrosis Foundation will be having a fund-raising bike ride. You may ask 'What does that have to do with aviation?'. The answer is that it'll start and end at Smartt Field. This is an all day event. The CAF will participate at their facility, and St. Charles Flying Service will too, by towing a banner at the event. Chapter 32 will also take part. We've been asked to have some of our members do some fly-by's in our planes, as well as have some of our aircraft on display near where the cyclists ride by. We've also been asked to help with some food service activities. Knowing I have support of our members, I've pledged our support to help cure this debilitating disease. We'll discuss some ideas about what we can do. The event is scheduled for the third Saturday in October (10-17-2015) which coincides with our regular chapter meeting date. The meeting date will probably change for October.

CONTINUED

Thanks to everyone for helping make our Chapter what it is today. It's truly been an honor to represent this fine group as your Chapter President. To find out more, come to our next meeting on May 16 at our ARC facility at 1610 Grafton Ferry Rd, Smartt Field, St. Charles County. Meeting time is 10:00 AM. See you there!

Blue Skies to all,

Dave Doherty

Safety Tip of the Month:

FUEL CONSUMPTION

Fuel consumption is higher in some conditions. The fraction of a gallon per hour difference between published fuel consumption figures for the aircraft at standard temperature, and at 20 degrees below standard seem small on paper. But if you fly for four hours with 22.5 gals. of usable fuel while burning say, 5 gph instead of 4.6 gph, it's a surprise to discover on refueling, that you have almost lost your 30 minute reserve.

It's a good idea to add a safety margin to what regulations require, and published performance figures that are given at selected altitudes based on recommended lean mixture.

Allow a margin for temperatures that vary and errors for performance figures on instrumentation or leaning techniques and aircraft age.

Build a margin in for unfamiliar aircraft you fly, no matter how much time you have spent with other examples of the same make and model.

Making conservative fuel consumption estimates isn't the only way to add a safety margin;----- another way is to fly shorter legs, which can be inconvenient for a long trip, but safe !

Bob Kraemer

March Meeting Minutes

Dave Deweese



April 2015's meeting began with the Pledge, Dave Doherty presiding.

Mr. Bill brought his new, fabled yellow Sonex in so we could see that it was, indeed, real. Jim Hann came straight from work, still dressed in his pilot's uniform.

We approved the minutes from last month's meeting.

Don Doherty gave the Treasurer's Report including checking and savings balances.

New member Chris has built several planes and has always intended to join EAA.

Last month we discussed a new phone setup.

We have water again in the ARC. We still need to purge the lines, run some chlorine through, and replace the water heater. Even without the cleaning our new water supply is pleasantly free of the smell our prior water had. We voted on and approved the purchase of a new water heater.

Rob Burnett has Dierbergs and Shop-n-Save cards.

Last week was Young Eagles. Rick May reports we had 23 total volunteers and 9 pilots, flying 54 kids and maybe 3 adults flew. Laura had 23 scouts for her merit badge presentation. Note to ground crew: please have your pilots sign the forms. Pat Donovan had a good system: he printed a sheet of adhesive address labels with all his information. Bill Doherty reports that we cleared around \$180 on food sales, and requests volunteers to cook and sell food at future events. We need two or three at each event. We could use more volunteers at the events in general.

New Business:

We'd like to add Tom Baker and Tom Huebbe to the Memorial Wall at Oshkosh. It will cost \$700, and so far we've collected \$500. See Dave Doherty if you'd like to contribute. A number of our chapter's members are already on the wall.

Sun-n-Fun is coming up this month. Two members present at the meeting plan to attend. On the 20th there will be a memorial there for Tom Baker and another who recently passed.

Missouri Aviation Convention and Trade Show (or whatever its new name will be) is coming up, though we

don't know the exact date. Bob Kraemer will let Dave know when he (along with other flight instructors) learn the date.

The airport is going to seam seal the driveway up to our parking lot. We need to do the same and will need a team of people for this project.

The flagpole needs paint as does the south-facing blue trim.

Dave would like to do something with the interior, cinder-block wall, making it presentable and functional. Rick, for example, suggests hanging a flat-screen to display information at YE events.

Dave would also like to paint EAA32 on the roof, visible from the air.

We'll have a work day in May, date to be announced.

Our RV-12 construction is about to start, Tom Crocco and the group will meet after today's meeting and presentation.

Does anyone want to buy a BD-4 project?

April 25th at noon will be the next Board of Directors' meeting.

The newsletter is now sent out via email unless specifically requested otherwise. (*Editor's note: Any requests for snail-mail delivery must be submitted to and approved by the executive committee.*)

Jeff Stephenson reports that the roster is now available as a cloud document and is up-to-date. A link's available on the chapter website.

The movie of the month starts up again this month with The Bridges of Toko-Ri. We start out with barbecue and a pot-luck dinner starting at 6:00 pm.

Jeff Stephenson announced that he proposed to Michelle on Valentine's Day. He invites members to fly out to Kilo 33, the wedding will be in Dent County. They're in the process of moving to St. Charles.

Dave notes that our passed hat contained enough to cover the balance of Tom Baker and Tom Huebbe's addition to the Memorial Wall.

Motion was made and seconded to adjourn.

Our guest speaker, Alan Hoffman, will speak on the history of Lambert Field.

MOVIE AT THE ARC THIS MONTH

The Spirit of St. Louis

When? Saturday, May 30,

Social Hour and Pot Luck Dinner starting at 6:00 PM

Movie Starts around 7:00 PM

Where? EAA Chapter 32 Aviation Resource Facility (ARC)

1610 Grafton Ferry Rd (Smartt Field), Portage Des Sioux, Mo (St. Charles County)

Biography of Charles Lindbergh from his days of precarious mail runs in aviation's infancy to his efforts to win the Orteig Prize and \$25,000.00 for being the first to fly non-stop across the Atlantic from New York to Paris. The film documents some of the events of his past, and the design, testing, and historic flight across the Atlantic in 33 hr, 55 minutes in the Ryan NYP "Spirit of St. Louis".

EAA Chapter 32 is the "Spirit of St. Louis" Chapter based in St. Louis. Please join us in celebrating the 88th anniversary of Charles Lindbergh's historic flight.

Release date: April 20, 1957

Director: Billy Wilder

Running time: 115 minutes



Learning as we Go

A Year in the Left Seat

mr. bill

You would think a person's life that is run by a calendar and a time schedule to keep for his job would have a better grasp on time! Boy does time move fast. One year in the left seat of the McDonnell Douglas MD-80! Wow, what has happened so far?

A line that is often heard by the passing of the pilots in the airport terminal is the phrase, "Living the Dream!" Well, there is a YouTube video that sums it up. Please know that the adult words are barely bleeped out of this video but this sums up the life fairly well. Enjoy!

<https://www.youtube.com/watch?v=rNxz2hhSXuY>

Ah living the dream! It has been great to enjoy the left seat three times now in this airline career. While being hired by Trans World Airlines in 1989 we were told that we would be in the left seat in 5 years. The actual call for the left seat of the Douglas DC-9-30 series came in 1999. It was a dream come true. Then to be asked to be a Line Instructor in the Douglas DC-9 was awesome. The CFI Certificates and an Educational Degree helped for this to occur. Plus being a likeable guy is how to make the final cut.

But with the mergers of the many airlines, things did change for several pilots at the smaller airlines. TWA was "merged" with American Airlines. Also at this time United Airlines was looking at merging with US Airways. Every airline was looking to be the biggest with the most employees. All was going wild in the industry when the unimaginable happened: September 11, 2001. This day changed the aviation industry forever.

Things took several years to recover. Immediately all employees with less than one year of service were laid off. The TWA/American merger was official in 2003. TWA pilots were stapled to the bottom of the seniority list which was convenient for the AA pilots because when the layoffs started the TWA peeps were first to go. When captains started to hit the furlough list (the TWA captains were plugged into the system from the bottom of the seniority list up every eighth guy.) With the captains being furloughed they were offered an opportunity to "flowback" to the commuter airline and fly as captain (left seat number 2) on one of the new Embraer EMB-145, a 50 seat Regional Jet.

The Regional Airline was getting three new jets per month to replace the big airplane flying. Some of the early furloughed pilots passed on the "flowback" opportunity (out of anger and frustration.) It would be learned later that for those who passed on this chance to "flowback," that the furloughs would last from 4 to more years. There really were not many flying jobs in the aviation field and many ended up in secondary fields. Hindsight is always 20/20. Taking the "flowback" option had me based in Chicago flying the Embraer while still in the AMR (American Airline Parent Company) Corporation. Being employed in the BIG company and flying the Regional Jets, was a good way to keep in the loop. While many thought we would only be gone from the major airline for weeks, it was clear to see that the airline industry was going to take quite a while to recover. Some were gone from flying up to 13 years.

Transitioning to the Embraer was educational. When you fly only one airplane for ten years you can do things in your sleep! (When I give a BFR to an airplane owner they show these same cool tendencies.) At 47 years of age to learn a new airplane was more unlearning one plane and learning a new one. Flying the new jets for 60% of the big airline pay, with four week's vacation, and with all the medical benefits as before but with a high premium, was an awesome deal.

After 2,171 hours in the left seat of the Embraer and 71 hours in the right seat of the same jet (this was because when the airline was short of first officers we Captains were ASKED to sit in the right seat so that the flights would be flown and not canceled...can you say pilot shortage?) over a 44 month period at the Regional Airline the long awaited message, "You have been recalled to American for a Sept. 05, 2007 class" came via company e-mail. GREAT! Because of the sensitivity of the situation, many of us never QUIT the Regional position and just gave a letter stating that we were given a class date to return to American Airlines.

Returning to the BIG Airline in September 2007 had us picking an airplane to fly and a base. The TWA pilots were to be reinstated back to the DC-9-80 and to St. Louis. In fact we had "reinstatement rights" back to the left seat when it opens. That was supposed

to be in one year. Well, then there was the recession in 2008 which slowed things down again in the airline industry!

Another sign of a pilot shortage was in August 2012 when I was reinstated as a DC-9-80 captain BUT because of the shortage of First Officers I am now “withheld” in the right seat but being paid at the Captain pay rates. In the right seat and we are asked to fly as many hours as one legally could so as to not cancel flights. So 2012, 2013, and half of 2014 things were quite busy flying to save the airline schedule. In April of 2014 the Captain class for the AA Super 80 was finally attended and knocked out in 10 quick days. (Left seat number 3.) Then right into the flying mix with new and seasoned first officers. Several first officers were the furloughed 13 years guys and girls. The seasoned peeps had 10,000+ hours in the first officer seat due to stagnation of the retirements and lack of adding additional aircraft.

So the third time in the left seat is definitely a charm. With the pilot shortage airlines have raised the pay rates to keep the current employees and attract new employees. The left seat gave me a 30% pay raise and the new contract gave me another 32% pay raise! Definitely charming and needed now that the retirement plan was now “frozen” in the bankruptcy. (Now known as BK.)

At Delta Airlines during their bankruptcy (BK) several pilots got out BEFORE the BK. As one pilot waited for his retirement check to show up, he learned that the airline went to the BK Court and asked the judge for all the money in the company’s pilot’s retirement plan (A Plan) to run the airline. The judge said OK! So the retirement check the Delta pilot received in the mail was ZERO but included a coupon book for the medical coverage the pilot now had to pay for. “Great,” the pilot said, “I left the airline at 58 years old making \$200,000, flying International Boeing 767 trips, and now with no retirement money I have to get a job to pay for the medical coverage for my wife and me.”

Very interesting times. This was the reason for raising the retirement age to 65 years old to allow SOME of the older pilots a chance to recoup some of their monies.

So here I sit in the DFW Dugout, on reserve, waiting for the phone to ring with an assignment during my five days of on call status. The pay works out to \$3.83 a minute for my 76 hours of monthly pay for MD-80 Captain.

The left seat flight time this past year has been 473:44 of fun and the occasional challenging moments dealing with weather and people. It is great to hear a passenger tell you that the weather is GREAT back in DFW when you know there are tornadoes in the area. The young flight attendants are interesting with their attitudes of superiority and knowledge of ALL things!

But as we say walking past each other down the terminal, “Yep, Living the Dream!”

The best moment was going to Captain Leadership Class during your first year as Captain. Here you meet all the department heads and get their insight and get your questions answered about how this airline stuff works. The V-P of Flight and former St. Louis Base Manager, Captain John Hale spoke. His words were touching.

DO THE NEXT RIGHT THING!

DO: Requires action on your part.

THE NEXT: Requires you to have a plan of action with steps.

RIGHT: There is a wrong and a right. Choose wisely.

THING: Complete the task. I will have your back as your boss.

On the cover of this issue I’m holding the beautiful walnut plaque that was awarded to us for completing the Captain Upgrade and the Leadership Class, a three day event with the management group. We have all the management E-mail addresses and phone numbers in case we ever have a question of how and why we do things as we do at the airline. Pretty neat!

Q? What is the cost of a NEW 2015 C172 SP:

A: \$364,000

Q? A New C182 Turbo.....

A: \$530,000

New Caravan that can fly 932 miles is \$1.9 million

New Mustang CJ Jet that can fly 1,150 miles \$3.0 million

You will build more flight time in the Caravan at 120 Knots!



Check out our fantastic Web Pages at
WWW.EAA32.ORG
 Laura Million, Web Designer
 While you're there, take time to join the
 Yahoo Groups to help you stay abreast of
 Chapter happenings!

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